

## \*USAF Declass/Release Instructions On File\*

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STANDING OPERATING PROCEDURE  
NUMBER 50-3060-1

22 October 1965

FLIGHT CONTROL PROCEDURES DURING VFR CONDITIONS

1. PURPOSE: To describe the routes of flight and establish control procedures for all aircraft operating to and from this area under Visual Flight Rules.

2. SCOPE: This procedure applies to all pilots operating aircraft to and from this area.

3. GENERAL:

a. Notification: All flights, except regularly scheduled missions having prior approval, will require advance notification. Coordination will be accomplished as follows:

(1) Inbound Flights: Place a collect long distance telephone call to [redacted] extension 986-3340 (during normal duty hours of 1500Z-0030Z), or extension 986-3232 (after normal duty hours). Aircraft departing from Nellis AFB may accomplish this by having the Dispatcher contact [redacted] 25X1A2g  
tions through the Nellis AFB switchboard.

(2) Outbound Flights: Notify the Base Operations Dispatcher, extension 3340.

(3) Deviations from ETA or ETD: Aircraft deviating from scheduled ETA or ETD by more than 1 hour will reaccomplish notification in accordance with paragraphs 3a(1) or 3a(2) above.

b. [redacted] Clearance has been granted by the Atomic Energy Commission for aircraft to overfly [redacted] while enroute to and from this area, provided specific procedures and routes are utilized while operating inside [redacted] Route and procedures are as follows:

(1) Air Corridors: All flights transiting [redacted] will be conducted in the [redacted] 25X1A6a

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(2) Monthly Code Words: Monthly code words are utilized by [REDACTED] Control [REDACTED] to identify traffic to and from this area. This code word will only be utilized when requesting clearance to fly the NTC air corridor. The following standard radio transmissions will be made to obtain corridor entry clearance: [REDACTED] this is (aircraft call sign), type of aircraft, a (code word for the month) flight, request clearance to fly the corridor northbound or southbound, as applicable, at (requested altitude)".

(3) Altitudes: Altitudes will normally be 8000 feet MSL for northbound flights and 9000 feet MSL for southbound flights in conventional aircraft. Jet aircraft will normally operate above 20,000 feet MSL. Aircraft desiring altitudes other than these will request the desired altitude from [REDACTED] or Base Operations as applicable.

(4) Communications: [REDACTED] monitors primary radio frequencies 260.1 MCS and 126.05 MCS and secondary frequencies 363.8 MCS, 243.0 MCS, [REDACTED] MCS and 121.5 MCS. When radio contact cannot be established with [REDACTED] Control, attempt contact with [REDACTED] (area Control). Best location for this contact is the [REDACTED]. If unable to contact [REDACTED] attempt contact with [REDACTED] for relay to [REDACTED]. No flight will proceed north of [REDACTED] unless specifically authorized by [REDACTED] if unable to obtain corridor clearance, proceed to alternate and contact area by telephone.

#### 4. PROCEDURES:

a. Route of flight. It will be the pilot's discretion on whether he will arrive/depart using the corridor or "back door". However, all VFR traffic entering or departing [REDACTED] area will fly routes and altitudes prescribed in AIM Section II, Special Notices, [REDACTED] Terminal Area Notice.

#### b. Clearance Procedures:

##### (1) Inbound flights:

(a) Aircraft departing Nellis AFB will be filed on DD Form 1080 (Local Aircraft Clearance). Indicate in the Remarks Section "Advise Boxer Operations of take-off time".

(b) Aircraft departing from a station other than Nellis AFB will file a DD Form 175 (Aircraft Clearance) to Nellis AFB. The remarks section of the clearance will contain a remark indicating that the aircraft will be flown under VFR conditions in the Nellis AFB local area for a specific time. This time will be equal to enroute flying time from Nellis AFB to this area. Also enter in the remarks [REDACTED]. Immediately upon arrival in the Nellis AFB area, advise Nellis Tower that you are a [REDACTED] aircraft and request they pass this information to Nellis AFB Base Operations. Use of the

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word [REDACTED] is imperative. If no further instructions are received from the Nellis Tower, proceed to area by appropriate route. Aircraft proceeding to area from direction other than [REDACTED] and planning use of a "back door" route will contact [REDACTED] as soon as possible for clearance into the area. Operations will coordinate all flight plans, arrivals or departures, with Nellis AFB Operations.

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(c) USAF aircraft departing [REDACTED] will file a local clearance with Nellis AFB Base Operations via telephone or Nellis AFB Control Tower via radio. Relay take-off time to Nellis AFB Control Tower and request Nellis AFB Base Operations relay same to [REDACTED]

(2) Outbound Flights:

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(a) Aircraft filing to Nellis AFB will utilize DD Form 1080 (Local Aircraft Clearance). Enter in remarks section, via "Corridor" or "Back Door".

(b) Aircraft filing to other than Nellis AFB will utilize DD Form 175 (Aircraft Clearance), indicating Nellis AFB as departure point, and departure time to coincide with estimated arrival time over Nellis AFB. Your Flight Plan will be activated by Base Operations through Nellis Base Operations. Indicate with Base Operations whether you will depart via "Corridor" or "Back Door".

(c) Civilian aircraft will file FAA Flight Plan at Base Operations.

5. FACILITIES, TRAFFIC PROCEDURES AND HOURS OF OPERATION:

a. Field elevation: 4463 feet.

b. Runway: 14-32. 14,625 feet (South 8600 ft concrete, North 6000 ft asphalt), 100 feet wide, high intensity lighting.

c. Traffic Pattern: A right hand traffic pattern for jets will be flown for both runways. Conventional aircraft will fly rectangular traffic pattern at 5500 MSL. Jet aircraft may use rectangular or overhead traffic patterns flown at 6000 MSL. Helicopters will use rectangular traffic pattern flown 700 feet above field elevation.

d. Field Lighting:

(1) Rotating beacon: Not installed.

(2) Obstruction lighting: Installed on all appropriate facilities.

(3) Approach lights: Strobe lights are available on runway 32 only, extending 800 ft from approach end.

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e. Hours of Operation: Specific advance approval by the Deputy Commander for Operations, or his representative, is required for all operations during hours of darkness. Base Operations and the Control Tower will be in operation whenever traffic is expected. During night flights, aircraft will remain at an altitude which will clear all surrounding terrain until arrival over the station. Due to the lack of adequate lighting and the close proximity of mountainous terrain, letdown will not be started until the aircraft position is definitely determined to be over the navigational aid fixing point for initiation of penetration.

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Deputy Commander for Operations

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